

ORDINANCE No.

118294

Council Bill No. 111412. AN ORDINANCE relating to land uses and zoning, amending Sections 25.05.675 and 25.05.800 of Title 25 of the Seattle Municipal Code, to amend the Parking Policy of Seattle's SEPA Ordinance and apply a SEPA categorical exemption threshold to the Seattle Cascade Mixed (SMC) zone designation.

*we*  
*Leg Department*  
*Council Bill No. 111412*

INDEXED

The City of Seattle--Legisla

## REPORT OF COMMITTEE

Honorable President:

Your Committee on

to which was referred the within Council Bill No. \_\_\_\_\_  
 report that we have considered the same and respectfully recommend

*Neighborhoods and Neighborhood Planning (AS AMENDED)*

*Full Council vote 9-0*

Committee Chair

VICTROLIER FILE No.

Introduced: SEP 15 1996	By: PODLODOWSKI
Read: SEP 16 1996	To: Neighborhoods & Neighborhood Planning Committee
Revised:	To:
Referred:	To:
Reported: SEP 30 1996	Second Reading: SEP 30 1996
Third Reading: SEP 30 1996	Signed: SEP 30 1996
Presented to Mayor: OCT 1 1996	Approved: OCT 7 1996
Returned to City Clerk: OCT 7 1996	Published: <i>Full app.</i>
Vetoed by Mayor:	Veto Published:
Passed over Veto:	Veto Sustained: <i>(initials)</i>

L955047

we  
Law Department  
at Bill No. 111412

INDEXED

# The City of Seattle--Legislative Department

## REPORT OF COMMITTEE

Date Reported  
and Adopted

NOTICE - IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE  
IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Honorable President:

Your Committee on

to which was referred the within Council Bill No.

report that we have considered the same and respectfully recommend that the same:

Neighborhoods and Neighborhood Planning (AS AMENDED) DO PASS 3-0

Full Council 12-12 9-0

Committee Chair

ORDINANCE 118294

AN ORDINANCE relating to land use and zoning, amending Sections 25.05.675 and 25.05.800 of Title 25 of the Seattle Municipal Code, to amend the Parking Policy of Seattle's SEPA Ordinance and apply a SEPA categorical exemption threshold to the Seattle Cascade Mixed (SCM) zone designation.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

**Section 1.** Subsection M of Section 25.05.675 of the Seattle Municipal Code, as last amended by Ordinance 116909, is further amended as follows:

**25.05.675 Specific environmental policies.**

**M. Parking**

**1. Policy Background.**

a. Increased parking demand associated with development projects may adversely affect the availability of parking in an area.

b. Parking policies designed to mitigate most parking impacts and to accommodate most of the cumulative effects of future projects on parking are included in the City's land use policies<sup>5</sup> and implemented through the City's Land Use Code. However, in some neighborhoods, due to inadequate off-street parking, streets are unable to absorb any additional parking spillover. The policies recognize that the cost of providing additional parking may have an adverse effect on the affordability of housing.

**2. Policies.**

a. It is the City's policy to minimize or prevent adverse parking impacts associated with development projects.

b. Subject to the overview and cumulative effects policies set forth in SMC 25.05.665 and SMC 25.05.670, the decisionmaker may condition a project to mitigate the effects of development in an area on parking; provided, that no SEPA authority is provided to mitigate the impact of development on parking availability in the downtown zones; provided further, that in the SCM zone, no SEPA authority is provided for the decisionmaker to require more parking than the minimum required by the Land Use Code; provided further that with the exception of the Alki area, as described in subsection c. below, parking impact mitigation for multifamily development may be required only where on-street parking is at capacity as defined by the Seattle Engineering Department or where the development itself would cause on-street parking to reach capacity as so defined.

c. For the Alki area, as identified on Exhibit 2<sup>9</sup>, a higher number of spaces per unit than is required by SMC 23.54.015 may be required to mitigate the adverse parking impacts of specific multifamily projects. Projects that generate a greater need for parking and that are located in places where the street cannot absorb that need - for example, because of proximity to the Alki Beach Park - may be required to provide additional parking spaces to meet the building's actual need. In determining that need, the size of the development project, the size of the units and the number of bedrooms in the units shall be considered.

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d. Parking impact mitigation for projects outside of downtown zones may include but is not limited to:

- i. Transportation management programs;
- ii. Parking management and allocation plans;
- iii. Incentives for the use of alternatives to single occupancy vehicles, such as transit pass subsidies, parking fees, and provision of bicycle parking space;
- iv. Increased parking ratios; and
- v. Reduced development densities to the extent that it can be shown that reduced parking spillover is likely to result; provided, that parking impact mitigation for multifamily development may not include reduction in development density.

**Section 2.** Subsection A of Section 25.05.800 of the Seattle Municipal Code, as last amended by Ordinance 116254, is further amended as follows:

**25.05.800 Categorical exemptions.**

The proposed actions contained in this subchapter are categorically exempt from threshold determination and EIS requirements, subject to the Rules and limitations on categorical exemptions contained in Section 25.05.305.

**A. Minor New Construction - Flexible Thresholds.**

1. The exemptions in this subsection apply to all licenses required to undertake the construction in question, except when a rezone or any license governing emissions to the air or discharges to water is required. To be exempt under this section, the project must be equal to or smaller than the exempt level. For a specific proposal the exempt level in subparagraph 2 of this subsection shall control. If the proposal is located in more than one (1) city/county, the lower of the agencies' adopted levels shall control, regardless of which agency is the lead agency.

2. The following types of construction shall be exempt, except when undertaken wholly or partly on lands covered by water or unless undertaken in environmentally sensitive areas (Section 25.09.908);

a. The construction or location of residential structures of four (4) or fewer dwelling units, in all Single Family zones, Lowrise-One (L-1) and all Commercial zones; six (6) or fewer units in Lowrise-Two (L-2) zones; eight (8) or fewer units in Lowrise-Three (L-3) zones; and twenty (20) or fewer units in Midrise (MR), Highrise (HR), Seattle Cascade Mixed (SCM) and all Downtown zones;

b. The construction of a barn, loafing shed, farm equipment storage building, produce storage or packing structure, or similar agricultural structure, covering ten thousand (10,000) square feet, and to be used only by the property owner or his or her agent in the conduct of farming the property. This exemption shall not apply to feed lots;

c. The construction of the following office, school, commercial, recreational, service or storage buildings:

i. In Commercial-1 (C-1), Commercial-2 (C-2), Seattle Cascade Mixed (SCM), Manufacturing and Industrial zones, buildings with twelve thousand (12,000) square feet of gross floor area, and with associated parking facilities designed for twenty (20) automobiles,

ii. In all other zones, buildings with four thousand (4,000) square feet of gross floor area, and with associated parking facilities designed for twenty (20) automobiles;

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d. The construction of a parking lot designed for twenty (20) automobiles, as well as the addition of twenty (20) spaces to existing lots if the addition does not remove the lot from an exempt class;

e. Any landfill or excavation of five hundred (500) cubic yards throughout the total lifetime of the fill or excavation; and any fill or excavation classified as a Class I, II, or III forest practice under RCW 76.09.050 or regulations thereunder,

f. Mixed use construction, including but not limited to projects combining residential and commercial uses, is exempt if each use, when considered separately, is exempt under the criteria of subparagraph A2a through A2d above, unless the uses in combination may have a probable significant adverse environmental impact in the judgment of any agency with jurisdiction (see Section 25.05.305 A2b);

g. In zones not specifically mentioned in this subsection, the construction of residential structures of four (4) or fewer dwelling units and commercial structures of four thousand (4,000) or fewer square feet.

**Section 3.** If any provisions of this ordinance or its application to any person or circumstance is held invalid, the remainder of the ordinance or the application of the provision to other persons or circumstances is not affected.

**Section 4.** This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

PASSED by the City Council the 30 day of Sept., 1996 and signed by me in open session in authentication of its passage this 30 day of Sept., 1996.

Jan Orsago  
President of City Council

Approved by me this 7 day of October, 1996

Norman Blice  
Mayor

Filed by me this 7 day of October, 1996

Joseph E. Papp  
City Clerk

(SEAL)

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**Legislative Department  
Seattle City Council  
Memorandum**

**Date:** September 26, 1996  
**To:** City Council  
**From:** *NS* Norm Schwab  
**Subject:** Cascade Rezone Proposal - NNP Committee Report

**Background**

Two ordinances are before the Council to implement a new Seattle Cascade Mixed (SCM) zone. C.B. 111413 creates the SCM zone to accommodate residential development along with a wide range of commercial and light manufacturing uses in a pedestrian-sensitive, mixed-use neighborhood. The second ordinance (C.B. 111412), pertaining to SEPA, establishes review thresholds for both environmental and design review in the SCM zone and limits DCLU's ability to require more parking than the Land Use Code mandates for specific uses.

**Committee Recommendations**

1. Zoning Map Amendment (C.B. 111413 - Map A and Official Land Use Map): The Neighborhoods and Neighborhood Planning Committee voted 3-0 to amend the Executive's recommended zoning ordinance to change both block faces on Minor Avenue N. south of John St. from SCM 55'/75' to SCM 125' as requested by the Seattle Times (property owner). The amendment affects a small area, leaving the bulk of the area around Cascade Playground zoned for a residential emphasis (SCM 55'/75'). (See Attachment 1)

2. Technical Amendment and SEPA Amendments (C.B. 111412): At the joint advice of Council staff, OMP, DCLU, and other Departments, language providing for the use of SEPA authority to reduce parking was deleted. The remaining provision limits use of SEPA authority to increase parking beyond that required by code in the SCM zone.

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ORDINANCE \_\_\_\_\_

AN ORDINANCE relating to land use and zoning, amending Sections 25.05.675 and 25.05.800 of Title 25 of the Seattle Municipal Code, to amend the Parking Policy of Seattle's SEPA Ordinance and apply a SEPA categorical exemption threshold to the Seattle Cascade Mixed (SCM) zone designation.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

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25.05.675 Specific environmental policies.

M. Parking

1. Policy Background.

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2. Policies.

a. It is the City's policy to minimize or prevent adverse parking impacts associated with development projects.

b. Subject to the overview and cumulative effects policies set forth in SMC 25.05.665 and SMC 25.05.670, the decisionmaker may condition a project to mitigate the effects of development in an area on parking; provided, that no SEPA authority is provided to mitigate the impact of development on parking availability in the downtown zones; provided further, that in the SCM zone, no SEPA authority is provided for the decisionmaker to require more parking than the minimum required by the Land Use Code, but the decisionmaker may reduce the amount of parking to be provided consistent with these policies and the policies in SMC 23.12; provided further that with the exception of the Alki area, as described in subsection c. below, parking impact mitigation for multifamily development may be required only where on-street parking is at capacity as defined by the Seattle Engineering Department or where the development itself would cause on-street parking to reach capacity as so defined.

c. For the Alki area, as identified on Exhibit 2<sup>9</sup>, a higher number of spaces per unit than is required by SMC 23.54.015 may be required to mitigate the adverse parking impacts of specific multifamily projects. Projects that generate a greater need for parking and that are located in places where the street cannot absorb that need - for example, because of proximity to the Alki Beach Park - may be required to provide additional parking spaces to meet the building's actual need. In determining that need, the size of the development project, the size of the units and the number of bedrooms in the units shall be considered.

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d. Parking impact mitigation for projects outside of downtown zones may include but is not limited to:

- i. Transportation management programs;
- ii. Parking management and allocation plans;
- iii. Incentives for the use of alternatives to single occupancy vehicles, such as transit pass subsidies, parking fees, and provision of bicycle parking space;
- iv. Increased parking ratios; and
- v. Reduced development densities to the extent that it can be shown that reduced parking spillover is likely to result; provided, that parking impact mitigation for multifamily development may not include reduction in development density.

**Section 2.** Subsection A of Section 25.05.800 of the Seattle Municipal Code, as last amended by Ordinance 116254, is further amended as follows:

**25.05.800 Categorical exemptions.**

The proposed actions contained in this subchapter are categorically exempt from threshold determination and EIS requirements, subject to the Rules and limitations on categorical exemptions contained in Section 25.05.305.

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b. The construction of a barn, loafing shed, farm equipment storage building, produce storage or packing structure, or similar agricultural structure, covering ten thousand (10,000) square feet, and to be used only by the property owner or his or her agent in the conduct of farming the property. This exemption shall not apply to feed lots;

c. The construction of the following office, school, commercial, recreational, service or storage buildings:

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Seattle  
Department of Construction and Land Use



R. F. Krochalis, Director  
Norman B. Rice, Mayor

RECEIVED OMP

JUL 25 1996

MEMORANDUM

**TO:** Jan Drago, City Council President  
**FROM:** R. F. Krochalis, Director, Department of Construction and Land Use  
Tom Tierney, Director, Office of Management and Planning  
**DATE:** July 24, 1996  
**SUBJECT:** Proposed Land Use Code Amendments for the Cascade Neighborhood

The attached proposed Land Use Code amendments implement neighborhood planning efforts for the Cascade Neighborhood. The amendments include several new concepts related to land use issues in an effort to address existing and projected conditions in the area to achieve the goal of a diverse, mixed-use community with a strong pedestrian orientation.

The proposed Code amendments include the creation of a new zoning designation, Seattle Cascade Mixed (SCM), in the Land Use Code. Other amendments integrate the new zone into the existing Land Use Code and the Seattle Environmental Policy Act (SEPA). These amendments are being proposed with the support of the Cascade Neighborhood Council's (CNC) support. The CNC has conducted extensive citizen planning efforts, which aided in the development of this proposal. Environmental review for these amendments was conducted as part of the Environmental Impact Statement prepared for the South Lake Union Plan. The City Council is scheduled to hold a public hearing on September 4, 1996.

We anticipate the following costs to result from adoption and implementation of the proposed amendments:

- Staff training on ordinances of this complexity will require preparation time and a number of hours of actual training. We anticipate that training will cost about \$3,000.
- Copying of the ordinance for staff will cost about \$230. Codification will cost approximately \$210.
- Changes to the Official Land Use Map are necessary and will cost approximately \$200.

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In addition to these one time costs, there are a number of ongoing costs related to staffing requirements for implementing and enforcing these regulations:

- Administration of the Design Review Program for projects in the SCM zone will cost approximately \$4,200 per year.
- Increased time will be required for problem resolution in the Department's Land Use Code Clarification Committee. This will cost approximately \$600 per year.
- Additional time to review and screen plans for the new types of regulations will cost \$450 each year.
- An increase in the number of enforcement cases referred to Municipal Court is expected to cost approximately \$660 each year.

The total one-time cost of implementation is expected to be about \$3,640. The total cost of on-going administration and enforcement is expected to be \$5,910 each year. These costs will be absorbed as part of the Department's regular work program.

If you have any questions about the proposed ordinances, please call Mike Podowski at 233-7223.

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# City of Seattle

Executive Department—Office of Management and Planning

Thomas M. Tierney, Director

Norman B. Rice, Mayor

July 20, 1996

The Honorable Mark Sidran

City Attorney

City of Seattle

Dear Mr. Sidran:

The Mayor is proposing to the City Council that the enclosed legislation be adopted.

REQUESTING  
DEPARTMENT: Construction and Land Use

SUBJECT: AN ORDINANCE relating to land use and zoning, amending Sections 25.05.675 and 25.05.800 of Title 25 of the Seattle Municipal Code, to amend the Parking Policy of Seattle's SEPA Ordinance and apply a SEPA categorical exemption threshold to the Seattle Cascade Mixed (SCM) zone designation.

Pursuant to the City Council's S.O.P. 100-014, the Executive Department is forwarding this request for legislation to your office for review and drafting.

After reviewing this request and any necessary redrafting of the enclosed legislation, return the legislation to OMP. Any specific questions regarding the legislation can be directed to Cliff Marks at 684-8372.

Sincerely,

Norman B. Rice  
Mayor

by



TOM TIERNEY  
Director

h:\admin\legis\law\wtr\scmark1

Enclosure



COPY SENT  
26 JUL 25 AM 11:09  
FILE IN ATTORNEY

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OK, RDT, 7-26-96

TIME AND DATE STAMP

**SPONSORSHIP**

THE ATTACHED DOCUMENT IS SPONSORED FOR FILING WITH THE CITY COUNCIL BY  
THE MEMBER(S) OF THE CITY COUNCIL WHOSE SIGNATURE(S) ARE SHOWN BELOW:

TIPA PODLODEWSKI

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**FOR CITY COUNCIL PRESIDENT USE ONLY**

COMMITTEE(S) REFERRED TO:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
PRESIDENT'S SIGNATURE

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# City of Seattle

ORDINANCE 116294

AN ORDINANCE relating to land use and zoning, amending Sections 25.05.675 and 25.06.800 of Title 25 of the Seattle Municipal Code, to amend the Parking Policy of Seattle's SEPA Ordinance and apply a SEPA categorical exemption threshold to the Seattle Cascade Mixed (SCM) zone designation.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

SECTION 1. Subsection M of Section 25.05.8 of the Seattle Municipal Code, as last amended by Ordinance 116293, is further amended as follows:

25.05.8. SPECIFIC ENVIRONMENTAL POLICIES.

## M. PARKING

### 1. POLICY BACKGROUND.

a. Increased parking demand associated with development projects may adversely affect the availability of parking in an area.

b. Parking policies designed to mitigate most parking impacts and to accommodate most of the cumulative effects of future projects on parking are included in the City's land use policies and implemented through the City's Land Use Code. However, in some neighborhoods, streets are unable to absorb any additional parking spillover. The policies recognize that the cost of providing additional parking may have an adverse effect on the affordability of housing.

### 2. POLICIES.

a. It is the City's policy to minimize or prevent adverse parking impacts associated with development projects.

b. Subject to the overview and cumulative effects policies set forth in SMC 25.05.665 and SMC 25.05.670, the decision maker may consider a project to mitigate the effects of development in an area on parking; provided, that no SEPA authority is provided to mitigate the impact of development on parking availability in the downtown core. PROVIDED FURTHER, THAT IN THE SCM ZONE, NO SEPA AUTHORITY IS PROVIDED FOR THE DECISION MAKER TO REQUIRE MORE PARKING THAN THE MINIMUM REQUIRED BY THE LAND USE CODE; provided further that with the exception of the Alki area, as described in subsection c below, parking impact mitigation for multifamily development may be required only where on-street parking is defined by the Seattle Engineering Department or where the development itself would cause on-street parking to reach capacity as so defined.

c. For the Alki area, as identified on Exhibit 2, a higher number of spaces per unit than is required by SMC 25.05.675 may be required to mitigate the adverse parking impacts of specific multifamily projects. Projects that generate a greater need for parking and that are located in places where the street cannot absorb that need, for example, because of proximity to the Alki Beach Park, may be required to provide additional parking, as determined by the building's actual need, a determining that need, the size of the development project, the size of the units and the number of bedrooms in the units shall be considered.

d. Parking impact mitigation for projects outside of downtown zones may include but is not limited to:

i. Transportation management programs;

ii. Parking management and allocation plans;

iii. Incentives for the use of alternatives to single occupancy vehicles, such as transit pass subsidies, parking fees, and provision of bicycle parking space;

iv. Increased parking ratios; and

v. Reduced development densities to the extent that it can be shown that reduced parking spillover is likely to result; provided, that parking impact mitigation for multifamily development may not include reduction in development density.

SECTION 2. Subsection A of Section 25.06.500 of the Seattle Municipal Code, as last amended by Ordinance 116294, is further amended as follows:

25.06.500. CATEGORICAL EXCEP-

Affidavit of Publication

## STATE OF WASHINGTON - KING COUNTY

City Clerk

No. IN FULL

### Affidavit of Publication

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT:ORD 116294

was published on

10/16/96

The amount of the fee charged for the foregoing publication is the sum of \$

which amount has been paid in full.

Subscribed and sworn to before me on

10/16/96

Notary Public for the State of Washington,  
residing in Seattle

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